Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Canceled).

2. (Previously Presented) The structure as claimed in claim 13, wherein the first bolt hole of the first bracket has an axial length larger than a radius of the steering-gear housing.

3. (Previously Presented) The structure as claimed in claim 13, wherein the second bolt hole of the second bracket comprises a slot which is longer in a direction substantially orthogonal to an axial direction of the steering-gear housing.

4. (Currently Amended) A structure for fixing a steering-gear housing to a vehicle-body member, comprising:

the vehicle-body member;

the steering-gear housing;

a first bracket comprising:

a first supporting face that is configured to support one circumferential side face of the steering-gear housing,

a first abutting face that is arranged at one circumferential end of the first bracket and that is configured to abut the vehicle-body member,

a first bolt hole arranged through the first abutting face, and

a second abutting face arranged axially opposite to the first abutting face through the first bolt hole;

a second bracket comprising:

a second supporting face that is configured to support another circumferential side face of the steering-gear housing,

a third abutting face that is arranged at one circumferential end of the second bracket and that abuts the second abutting face, and

a second bolt hole that is arranged through the third abutting face at a position corresponding to the first bolt hole and that is smaller in an axial length than the first bolt hole;

a member that secures another circumferential end of the first bracket and another circumferential end of the second bracket; and

a bolt that is arranged from the second bolt hole through the first bolt hole and that is configured to be inserted through a third bolt hole formed in the vehicle-body member to clamp together the first bracket, the second bracket, and the vehicle-body member,

wherein the first bracket comprises a protrusion that is arranged at an edge of the first abutting face and that is configured to be engaged in a recess formed in the vehicle-body member.

5. (Previously Presented) The structure as claimed in claim 13, wherein the second bracket is formed out of a sheet resilient material.

6. (Previously Presented) The structure as claimed in claim 13, further comprising a cylindrical resilient member that is configured to be arranged between the first and second brackets and the steering-gear housing.

7. (Currently Amended) A structure comprising:

a first bracket comprising:

a first supporting face that is configured to support one circumferential side face of a steering-gear housing,

a first abutting face that is arranged at one circumferential end of the first bracket and that is configured to abut a vehicle-body member,

a first bolt hole arranged through the first abutting face, and

a second abutting face arranged axially opposite to the first abutting face through the first bolt hole;

a second bracket comprising:

a second supporting face that is configured to support another circumferential side face of the steering-gear housing,

a third abutting face that is arranged at one circumferential end of the second bracket and that abuts the second abutting face, and

a second bolt hole that is arranged through the third abutting face at a position corresponding to the first bolt hole and that is smaller in an axial length than the first bolt hole; and

a member, which secures another circumferential end of the first bracket and another circumferential end of the second bracket and which is not configured to be secured to the vehicle-body member;

a bolt that is arranged from the second bolt hole through the first bolt hole, and that is configured to secure the first bracket, the second bracket and the vehicle-body member together; and

a cylindrical resilient member that is configured to be arranged between the first and second brackets and the steering-gear housing;

wherein the resilient member is formed with a protrusion on an outer periphery, and wherein one of the first and second supporting faces is formed with a concave engaged with the protrusion.

8. (Previously Presented) The structure as claimed in claim 7, wherein the concave of one supporting face is arranged at a connection between the first and second brackets.

9. (Original) The structure as claimed in claim 6, wherein the resilient member is formed with an incision.

10. – 12. (Canceled)

13. (Currently Amended) A structure for fixing a steering-gear housing to a vehicle-body member, comprising:

the vehicle-body member;

the steering-gear housing;

a first bracket comprising:

a first supporting face that is configured to support one circumferential side face of the steering-gear housing,

a first abutting face that is arranged at one circumferential end of the first bracket and that is configured to abut the vehicle-body member,

a first bolt hole arranged through the first abutting face, and

a second abutting face arranged axially opposite to the first abutting face through the first bolt hole;

a second bracket comprising:

a second supporting face that is configured to support another circumferential side face of the steering-gear housing,

a third abutting face that is arranged at one circumferential end of the second bracket and that abuts the second abutting face, and

a second bolt hole that is arranged through the third abutting face at a position corresponding to the first bolt hole and that is smaller in an axial length than the first bolt hole;

a member, which secures another circumferential end of the first bracket and another circumferential end of the second bracket and which is not configured to be secured to the vehicle-body member; and

a bolt that is arranged from the second bolt hole through the first bolt hole and that is configured to secure the first bracket, the second bracket, and the vehicle-body member together.

14. (Previously Presented) The structure as claimed in claim 4, wherein the first bolt hole of the first bracket has an axial length larger than a radius of the steering-gear housing.

15. (Previously Presented) The structure as claimed in claim 4, wherein the second bolt hole of the second bracket comprises a slot which is longer in a direction substantially orthogonal to an axial direction of the steering-gear housing.

16. (Canceled)

17. (Previously Presented) The structure as claimed in claim 4, wherein the second bracket is formed out of a sheet resilient material.

18. (Previously Presented) The structure as claimed in claim 4, further comprising a cylindrical resilient member that is configured to be arranged between the first and second brackets and the steering-gear housing.

19. (Currently Amended) A structure for fixing a steering-gear housing to a vehicle-body member, comprising:

a first bracket comprising:

a first supporting face that is configured to support one circumferential side face of the steering-gear housing,

a first abutting face that is arranged at one circumferential end of the first bracket and that is configured to abut the vehicle-body member,

a first bolt hole arranged through the first abutting face, and

a second abutting face arranged axially opposite to the first abutting face through the first bolt hole;

a second bracket comprising:

a second supporting face that is configured to support another circumferential side face of the steering-gear housing,

a third abutting face that is arranged at one circumferential end of the second bracket and that abuts the second abutting face, and

a second bolt hole that is arranged through the third abutting face at a position corresponding to the first bolt hole and that is smaller in an axial length than the first bolt hole;

means for securing another circumferential end of the first bracket and another circumferential end of the second bracket;

means, arranged from the second bolt hole through the first bolt hole and configured to extend through a third bolt hole formed in the vehicle-body member to clamp together the first bracket, the second bracket, and the vehicle-body member; and

a cylindrical resilient member that is configured to be arranged between the first and second brackets and the steering-gear housing,

wherein the resilient member is formed with a protrusion on an outer periphery, and

wherein one of the first and second supporting faces is formed with a concave engaged with the protrusion.

20. (Previously Presented) The structure as claimed in claim 19, wherein the concave of one supporting face is arranged at a connection between the first and second brackets.

21. (Previously Presented) The structure as claimed in claim 19, wherein the resilient member is formed with an incision.

22. (Previously Presented) The structure as claimed in claim 21, wherein the incision of the resilient member is arranged at a connection between the first and second brackets.

23 – 33. (Canceled)